THE
NEW ENGLAND MAGAZINE.

NEW SERIES. APRIL, 1893. VOL. VIII. NO. 2

TRINITY CHURCH, BOSTON.[1]

By Phillips Brooks.

Old Trinity Church, Summer Street. — Erected 1734.

THE beginning of the Episcopal Church in Boston was not hopeful. The Puritans, who had brought from the mother country a prejudice almost amounting to hatred for the Church of England, were naturally jealous when they found that Church desirous of establishing itself on this new soil, and so one attempt after another came to nothing. It was not till the year 1686, when Boston was more than fifty years old, that the first Episcopal services were held in the Town House, which stood where the old State House now stands. There "Mr. Ratcliffe was granted the east end of the Town House, where the deputies used to meet, until those who desire his ministry shall provide a fitter place." He was refused the use of either of the three meeting houses of the town. The same year Sir Edmund Andros came to Boston, and, after various fruitless negotiations, in the next spring he tyrannically took possession of the Old South meeting house for the worship of his own Church; and on Good Friday, March 24, 1687, the sexton opened the doors of that Puritan temple under the command of Andros, which ordered him "to open and ring the bell for those of the Church of England." On Easter Sunday the Governor again occupied the same place, and had the full service; and during the rest of his administration the Governor used this house as a place of worship, whenever he wished.

The next step was the erection of King's Chapel in 1689, with gifts and privileges from the crown. From that time the worship of the Church of England may be said to have been fairly established in our city. It was not the worship of the people. It belonged to certain classes, but always there were people here who loved it, and it grew. An attempt to have Bishops consecrated for this country was made, but failed. The Church labored under the inconveniences of dependency. Every minister must go to England to be ordained. Yet still it grew. The King's Chapel was enlarged in 1710, and in 1723 the number of Episcopalians had so increased that a new Church was founded in the north part of Boston, and called Christ Church.

So stood our town in 1728. An old wood cut shows the King's Chapel, a

[1] From the historical sermon preached at the dedication of the new church, February 11, 1877.

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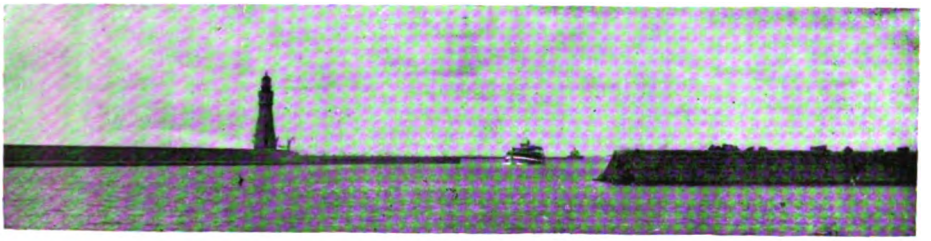
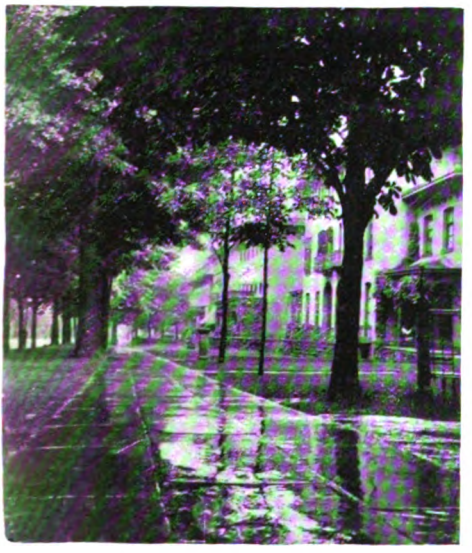


Buffalo Harbor Entrance.

THE CITY OF BUFFALO.

By Frederick J. Shepard.



A Bit of Delaware Avenue.

BUFFALO is the easternmost of America's western cities. Lying upon the eastern edge of the vast plain that stretches from the Appalachians to the Rocky Mountains, she is a western city in her physical aspects, in her rapid growth, in the general type of her industries, and in a certain frankness and ease of social intercourse; while her distance of less than nine hours by rail from New York, the conservatism of her business methods, the New England origin or ancestry of most of her people who are not of foreign extraction, and her aspirations in letters and art equally entitle her to a place among eastern towns. Recognizing this intermediate position, geographically and socially, Buffalonians boast that they enjoy the advantages of both Boston and Chicago, and the disadvantages of neither.

While the chief growth of the city is very recent, her entire existence has been brief, or would be so regarded anywhere except in the western states of America. When in 1789 the ill-fated Irish patriot, Lord Edward Fitzgerald, passed along the Niagara frontier with Brant on his way to the Mississippi, there does not appear to have been a white settler on the present site of Buffalo, although it had been occupied in part by an Indian village since Sullivan's destructive inroad into the Iroquois country in 1779–80. Some of the white captives taken to Fort Niagara after the bloody Indian raids on Cherry Valley, Wyoming, and other settlements had, however, tilled the cornfields beside Buffalo Creek, — for the stream which forms the city's harbor was known by this name so far back as 1764, though the bison never wandered that far east within historic times. The port yet bears the official designation of Buffalo Creek.

The credit of having been the first civilized settler is awarded to one William Johnson, who is said — though this is

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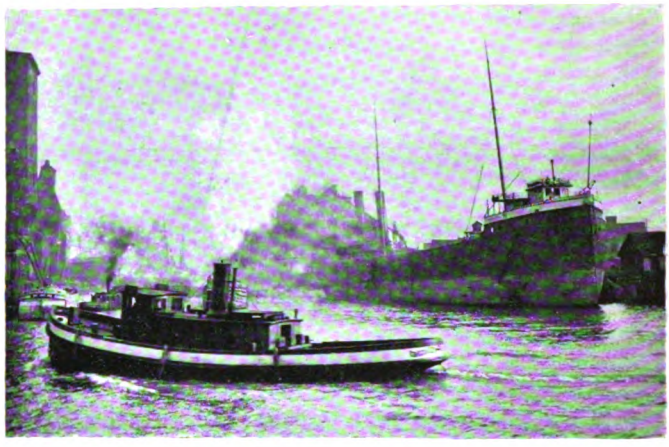

In the Harbor.

disputed — to have been the half-breed son of the famous Irish baronet of the same name who captured Fort Niagara, and whose two halls still stand near the Mohawk. The younger Johnson built a half-frame dwelling hard by the site of the present Mansion House, and obtained from the Indians a deed to all the lands at the mouth of the creek. About him grew up the traditional frontier village of traders, hunters and adventurers, though it was overshadowed for years by the British port of Fort Erie on the opposite side of the Niagara, and even by old Fort Schlosser, twenty-one miles down the river at the head of the ancient carrying-place around the mighty cataract. By 1792 the first full-blooded white, Cornelius Winney, an Albany trader, had established himself in a log-cabin store, and in 1796 there are said to have been three white residents. Frequent councils took place with the Buffalo Creek Indians, at one of which in 1793 Gen. Benjamin Lincoln and Col. Timothy Pickering represented the National Government. An interesting picture of this conference, made by a British officer at the time, is preserved in the collection of the Massachusetts Historical Society.

An East Buffalo Landscape.

The purchase from Massachusetts of the Commonwealth's title to lands in Western New York by Phelps and Gorham, and their subsequent embarrassment by the appreciation of the state's paper currency, in which they had contracted to pay $1,000,000, led to a brief ownership of the site of Buffalo by Robert Morris, the financier of the Revolution. It passed from him in 1792–3 to the so-called Holland Land Company, a group of Dutch capitalists who had loaned the Continental government money during the Revolution, and who play a great figure in Buffalo real estate transactions. Deeds are at this day frequently said to run back to the Holland Land Company, though there never was any such corporation — in the United States, at least, — all papers being made out in the names of the individual trustees who represented the Dutch land owners. There was a local agency at Batavia, thirty-six miles east of Buffalo, the oldest town in Western New York except Canandaigua. Joseph Ellicott, the first agent, was the founder of Buffalo. He directed the survey of his employers' vast purchase, gave to the little village at the mouth of the creek the name of New Amsterdam,

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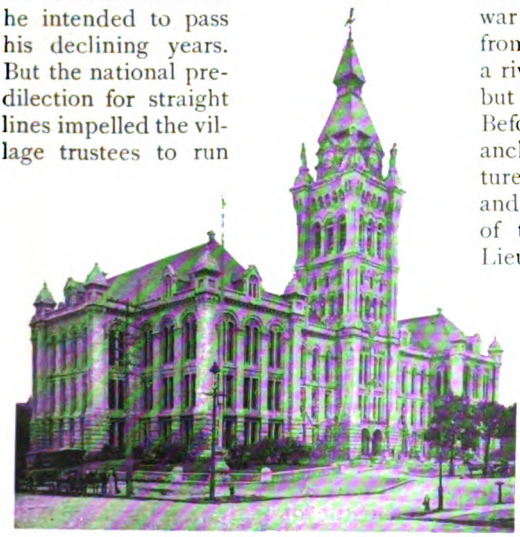
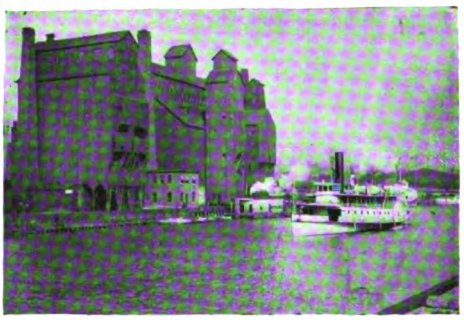
and exerted himself to attract emigrants and to develop the resources of the country, over which he ruled with well nigh absolute power and no very gentle hand. To his clear vision the future importance of the town was revealed as it was to few of his matter-of-fact successors who managed its affairs. Following to some extent the plan of Washington, which he had assisted his brother, the first Surveyor General of the United States, to lay out, he gave the village a radial system of broad ways combined with a number of distinct rectangular systems, the streets of the latter being generally sixty-six feet wide, and the radial avenues ninety-nine. So well did he lay out the town in 1805, that at the end of sixty years, though there had been no departure from the general theories of his design, "no equal number of people was to be found in any American town so healthfully housed and having the use of so convenient arrangements of intercommunication." It would have been well if Ellicott's broad ideas had governed the arrangement of the city's outskirts as well as the business quarter and the older residential streets. The two diagonal thoroughfares, Niagara and Erie streets, converging upon a semi-circle sometimes known as "Ellicott's Bay Window," were especially designed to afford a lake vista to the house in which he intended to pass his declining years. But the national predilection for straight lines impelled the village trustees to run Main street directly across the proposed site, and Mr. Ellicott retired to Batavia in a huff. With him disappeared his benevolent plan of laying out a public garden which should extend from the "Bay Window" a mile to the eastward. It would have occupied what is now the very heart of the city.



The City and County Hall.

Very serious results the War of 1812 brought to the growing village of Buffalo, which had long since outgrown the name



Elevator with Movable Tower.

of New Amsterdam, as well as the names of Schimmelpennick and Vollenhoven and Stadnitski Avenues, which Ellicott had given to its streets in honor of his European employers. Its position on the frontier made it an important post throughout the struggle, and the first gun of the war is said to have been fired, August 13, from a river battery at Black Rock, then a rival village on the bank of the Niagara, but since 1853 a part of the city. Before this the schooner *Connecticut* at anchor off Buffalo Creek had been captured by British soldiers from Fort Erie; and early in October, at the suggestion of the Seneca chief, Farmer's Brother, Lieut. Jesse D. Elliott of the navy began his distinguished career by cutting out from under the guns of Fort Erie two vessels, one of which the British had taken at the surrender of Detroit. This exploit, in which a number of local warriors participated, resulted in the capture of fifty-eight men and the liberation of twenty-seven American prisoners. One of the vessels, which afterwards did good service under

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Perry in the battle of Lake Erie, contained a valuable cargo of furs, and Congress voted Elliott a sword in honor of this, the first American triumph on the lakes. Black Rock was subjected to several bombardments from across the river, but with far less injury to the American cause than resulted from the furious wrangles among the military chief-

Among the Shipping.

tains assembled in Buffalo, both before and after the disastrous battle of Queenston Heights just below the Falls, in which Scott and Wool won their spurs Gen. Alexander Smyth, who was more valiant in proclamation than action, made an attempt to invade Canada from Buffalo in December, but the chief result was a harmless duel on Grand Island with the energetic local volunteer and Congressman, Gen. Peter B. Porter, Secretary of War under John Quincy Adams. That pleasant island in the Niagara seems destined to fiascos. The attempt of Maj. Mordecai M. Noah to found a city of refuge for the Jews there in 1825, will be remembered by some, not to speak of unsuccessful real estate "booms" of a later date.

Early in 1813 appeared on the scene the boyish Oliver Hazard Perry, to superintend the construction of a part of his fleet at the mouth of Scajaquada Creek, a stream which empties into the Niagara at Black Rock and bears the name of an Indian dweller of the region, meaning Apart-from-the-Multitude, — a singularly appropriate appellation, since it flows through Forest Lawn Cemetery. A vigorous effort was made by the British in July to capture Buffalo, but they were driven off with the loss of their commander, Lieutenant-Colonel Bisshopp, who had served with distinction in Holland, Spain and Portugal, and was the oldest son of Baron de la Fouche. He was buried in the little cemetery at Lundy's Lane, the scene later of the hottest part of the most desperately contested battle of the war. In the defense of Buffalo the militia under Gen. Porter

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The Buffalo Crematory.

received effective assistance from the terrifying warwhoops of their Seneca allies.

It may here be said that, unlike the case of most towns with frontier traditions, the relations of the people of Buffalo with the Indians have always been friendly. There are no tales of midnight invasion and slaughter by the New York Indians, and the older inhabitants speak with a kind of tenderness of the red men who used to sleep on their kitchen floors in the pioneer days and to creep shyly and silently about the settlement. Numerous are the anecdotes of Red Jacket's shrewd wit and impressive manner — and, alas, of his dissipated habits in his old age. One charming old lady who recently passed away used to tell how she called some one to help the famous Indian orator mount his horse the last time she saw him, fire-water having temporarily rendered him unable to perform the task unassisted. There are citizens not much past middle life who preserve especially kind feelings toward the Senecas, some of whom were their playmates before the nation gave up its Buffalo Creek reservation, about 1842. This stretched along the bank of the creek for miles, the church, council house and burial place being inside the present city line. Even yet there are three Iroquois reservations within about fifty miles of Buffalo, and the tall figure of an Indian gloomily stalking the streets is a very common sight. An Indian brass band, picturesque if unmelodious, is an important feature of holiday processions, and for some reason the Fourth of July is especially marked by visits to the city from the reservations. In the early spring one or two stalwart young fellows, representing the more vagabondish element of their race, may be seen leaning against a Main street building with baskets of trailing arbutus or sassafras bark on their arms. Truth to say, they are the worst merchants in the world, for it rarely occurs to them to adopt any method of forcing their wares on public attention beyond standing against the wall, motionless and silent for hours. A pleasanter sight is that of an old Indian pair loaded down with Christmas presents for their children and hurrying toward the station to take a train for the reservation. Occasionally a dignified representative visits the city to consult some trusted white friend regarding threatened aggressions by the Legislature, a body which is viewed on the reservations with much just suspicion, or to attend a meeting of the presbytery. While on an errand of this sort old Silverheels, a highly respected Seneca who died three or four years ago, was invited to spend the night at a city clergyman's house. When the hour for family devotions came he was asked to lead in prayer, whereupon the old man offered up his petition in his native tongue, much to the delight of the minister's boys, who, according to their father's report, had not enjoyed this service so much for a long time. The bones of the

Delaware Avenue, looking North.

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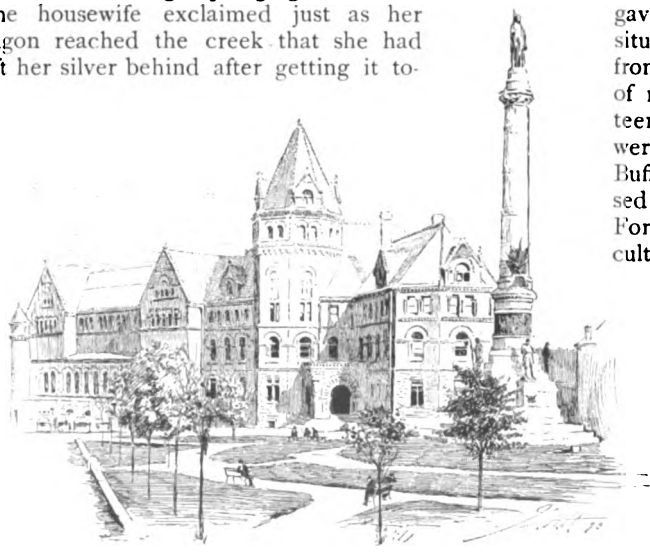
leading Indian chiefs known to the early settlers, have been collected and rest in Forest Lawn around a recently erected monument surmounted by a bronze statue of Red Jacket. Last autumn the interesting discovery was made in the eastern part of the city of a lot of bones and earthenware, in all probability relics of the Kah-Kwahs, a peaceful tribe which was extinguished about 1647, after which the Senecas occupied their lands and "kept the western door of the long house."

Niagara Hotel.

On one of the last nights of December, 1813, a British force of eight hundred regulars and militiamen and two hundred Canadian Indians under Major General Riall crossed the Niagara. The American regulars had been withdrawn to Batavia, but there was left a force of some 2,000 undisciplined militia, inadequately supplied with ammunition, eight hundred of whom deserted as soon as hostilities became imminent. Only a feeble defence was attempted; the people of the village loaded such household effects as they could into wagons, and hurried off toward Batavia, or out along the lake shore road. They had scarcely departed before the hostile Indians began pillaging the houses. One housewife exclaimed just as her wagon reached the creek that she had left her silver behind after getting it together. Her little negro maid volunteered to run back and fetch it, and did so, although she reported Indians already in the house when she returned. A Mrs. Lovejoy who remained in her home on the site of the Tifft House and attempted to protect her property, was slain, and her body was consumed with the dwelling, for the British set fire to the village in revenge for the destruction of Newark — now the quaint old town of Niagara at the mouth of the river — by Col. M'Clure a few weeks before, and every building but four and every dwelling house but one was burned. The village speedily rose from its ashes, however, and as the war had by this time advanced far enough to sift out from the herd of incapables such soldiers as Scott, Ripley and Jacob Brown, the next summer gave a new phase to the situation on the Niagara frontier. Two brigades of regulars, one of volunteers, and a few Indians were concentrated at Buffalo. July 3 they crossed the river and captured Fort Erie without difficulty; marching down the Canadian bank, two days later they won the battle of Chippewa, and by their gallantry secured for their temporary uniforms of gray the honor of adoption afterwards for West Point use; and on the 25th occurred, within sound of the



Buffalo Library and Soldiers' Monument.

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roar of Niagara Falls, the desperate engagement of Lundy's Lane, which with some justice is claimed as a victory by both sides. Gen. Ripley, upon whom the American command had devolved, withdrew to Fort Erie, and was besieged there by Lieut.-Gen. Drummond. An attempt to seize the stores in Buffalo was gallantly repulsed by Maj. Lodowick Morgan with two hundred and fifty riflemen, who occupied a breastwork on the bank of Scajaquada Creek, and prevented its passage by the enemy. Nine days later Maj. Morgan fell in a skirmish before Fort Erie, and a monument in Forest Lawn commemorates his valor. A determined British attempt to carry Fort Erie by storm on August 3 was repulsed with a loss to the attacking party of nine hundred and five men, killed, wounded and missing; and September 17 a sally under the command of Porter resulted in the abandonment of the siege by the British. These were two of the most brilliant achievements of the American army during the war, and it has even been asserted that history affords no other instance in which a besieging force was driven off by a single sally. When the Americans later abandoned the Fort they blew it up, and its shattered walls, in plain view from the city, form the most interesting historical relic in its neighborhood.

The real existence of Buffalo began with the completion of the Erie Canal in 1825, when the population of the village numbered 2,600. The construction of this great waterway, which more than anything else has enabled New York to maintain her position as the Empire State, can be traced to suggestions made in 1724 by Cadwallader Colden, Surveyor-General of the colony, and in 1777 by the accomplished Gouverneur Morris while in Gen. Schuyler's camp at Fort Edward. It was urged upon the public in 1807–8 by Jesse Hawley, a Geneva flour forwarder, in fourteen articles in the *Genesee Messenger* of Canandaigua, the printer of which feared they would injure the reputation of his journal on account of the ridicule they excited. The work was begun July 14, 1817, and the canal was opened October 26, 1825. Three men very prominently connected with Buffalo's early history, Joseph Ellicott, Gen. Porter and Judge Oliver Forward, had a share in pushing the enterprise,

Main Street, Buffalo.

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Elk Street Market.

and the grandsons of De Witt Clinton, its chief promoter, are honored residents of the city and staunch defenders of canal interests. There was a severe struggle over the question whether the head of the canal should be at Black Rock or at Buffalo, the swift current of the Niagara offering an obstacle in one case and the bar at the mouth of Buffalo Creek in the other. The final decision in favor of Buffalo is credited chiefly to the energy of Samuel Wilkeson, who, though a business man without legal training, had just been appointed a judge, and who laid aside all other duties to lead to the mouth of the creek a gang of shovelers composed of merchants and lawyers, as well as laborers. The result was that in the spring of 1822 the steamboat *Superior*, which had been built on the creek's bank upon a stringent guaranty that she would not be detained by lack of water, was able to pass out into the lake. With the gradual development of the West, the fortunes of Buffalo, which had begun to rise even while the canal was in process of construction, steadily advanced, in spite of the cholera epidemic of 1832, severe as were its local ravages. The European emigration to the West was very heavy about 1833, and the population of Buffalo, which had been 8,668 in 1830, was 15,661 in 1835. The next year the inevitable real estate speculation, which had begun in 1833, reached its height. It was an era of wild inflation all over the country, and in many cities prices were realized for land which have never since been paralleled. The local excitement was intensified by the discovery of huge forgeries by the chief of the speculators, Benjamin Rathbun, proprietor of the Eagle Tavern.

The panic of 1837, which the fever of speculation brought upon the nation, divided local attention with the Canadian Patriots' war, owing to the occupation of Navy Island in the Niagara River by the Patriots and the destruction by their enemies of the steamer *Caroline* while on the American side of the stream. This boat, which had been hired by the Patriots of Buffalo owners, was set on fire, cut adrift, and permitted to go over the Falls. The resulting excitement caused the formation of one of Buffalo's military organ-

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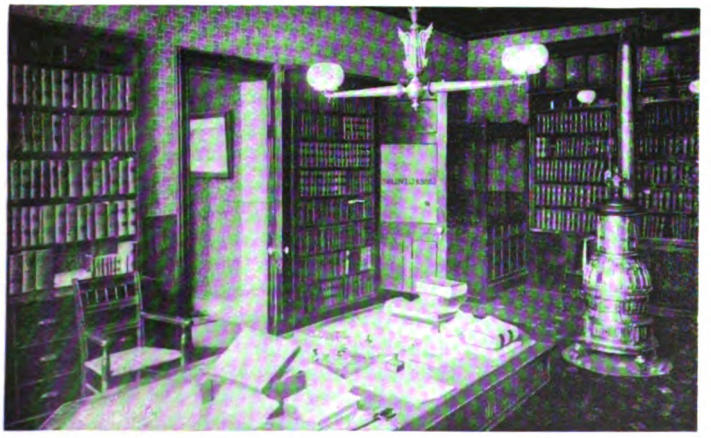
izations and brought to the scene Gen. Scott, with a brilliant staff. The general, then in the flower of manhood, was the very type of the handsome soldier, and he and his companions formed a very acceptable addition to Buffalo society. Indeed, five military weddings were the chief local result of the Patriots' war.

In 1842 came the first railroad, the Buffalo & Attica, now a part of the Erie system, and the population had reached 30,000 in 1845. Still, considering the superb geographical situation, the growth of the city was not so rapid as might reasonably have been expected, and the sanguine investors in real estate were subjected to disappointments which even yet give a conservative tinge to the comments of older residents when the young men talk confidently of outstripping Chicago in the race for wealth and population. In 1870 Buffalo had 117,714 people, and in 1880, 155,134. But the improvement of communication with the coal and oil regions of Pennsylvania, together with the growth of the West, has made the progress of the city since 1880 very remarkable. The federal census of 1890 gave her the eleventh place in the roll of American towns, with a population of 255,647; the state census in February, 1892, increased this to 278,796; and it is probably fair at this time to estimate the inhabitants at 300,000. The number of banks has grown from ten in 1880 to twenty-two in 1893; and the increase in the number of buildings during 1892 was 3,940, their cost being officially estimated at over $9,000,000.

Standing at the terminus of deep water navigation on the lakes, Buffalo thrusts

The Park Meadow.

an elevator leg into the hold of a grain-laden vessel and quickly transfers her cargo to huge bins reaching from the top of the elevator to the ground and sometimes holding 8,000 bushels apiece. While the vessel is loading with anthracite coal at another wharf for her return voyage up the lakes, her recent cargo may be pouring through a spout into a canal boat, to be transported to New York and thence to Europe. A glance at the situation of the city at the foot of Lake Erie, with great lines of railroad running off to the east, south and west, reveals the secret of her prosperity and defines her chief industry as forwarding. Her receipts and shipments by water, including those of her suburb, Tonawanda, were in the census year 1890, 8,218,808 tons, which was a greater port business than that of Chicago or any other city on the lakes. With a season of only about two hundred and forty-six days, in the total tonnage of vessels entered and cleared per year the port stands behind New York and Chicago alone of American cities, and



President Cleveland's Old Office.

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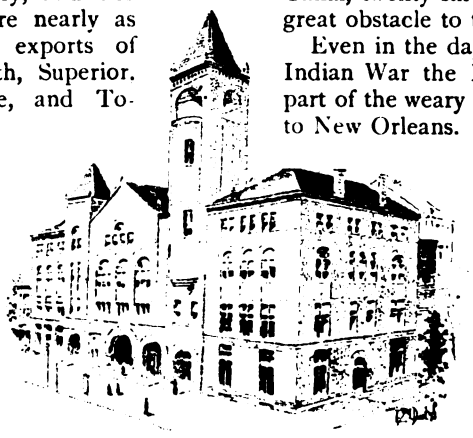
London, Liverpool, and Hamburg or European cities. The port business of Buffalo in flour, grain, and coal alone equals ten per cent. of the entire foreign trade of the country, and her receipts of grain are nearly as great as the total exports of that article. Duluth, Superior, Chicago, Milwaukee, and Toledo send the bulk of their grain and flour to Buffalo. Most of the lake business is in the hands of fleets of steamers managed in connection with railroad lines, insuring such expeditious service that perishable freight has been carried from New York 440 miles by rail to Buffalo and thence 900 miles by water to Chicago in ninety-six hours. Two steamers of one line made twenty-seven round trips each between Buffalo and Chicago during the eight months season of 1890, a total running distance for each of 44,000 miles, carrying each



Music Hall.

Board of Trade Building.

102,500 tons of miscellaneous freight. It is not believed that this record has been approached by any ocean steamer. Sixteen feet of water can generally be had all the way to Chicago; in the 1,000 miles to Duluth there is but a single lock to pass through, and this usually allows fifteen feet of water. Of the entire lake commerce probably not more than one thirty-fifth passes by Buffalo into Lake Ontario, the short locks of the Welland Canal, twenty-six in number, proving a great obstacle to the trade of Oswego.

Even in the days of the French and Indian War the Niagara River was a part of the weary highway from Quebec to New Orleans. In 1806 the firm of Porter, Barton & Co., of which Gen. Peter B. Porter was a member, leased from the state the portage around Niagara Falls, built warehouses at Lewiston and Schlosser, its termini, and at Black Rock opened a considerable forwarding business. The route was from Albany to Schenectady by wagon, thence by the Mohawk and Wood Creek to Oswego, and by Lake Ontario to Lewiston, where Porter, Barton & Co. received the freight, forwarding it by wagon, boat and lake vessel to the West. It consisted of salt for Pittsburg, stores for the military posts, fur company's goods, and Indian annuities.

The canal, of course, revolutionized transportation, and another great change was effected when in 1842–3 Joseph Dart, applying a grist-mill invention, devised sixty years earlier on the Brandywine, erected upon the bank of Buffalo Creek the first steam elevator. The principle was simply that of an endless chain of buckets enclosed in a long box, called the leg of the elevator, and passing over wheels at each end. Buffalo now has thirty-two grain elevators, with a storage capacity of 12,750,000 bushels, besides twelve floating or transfer elevators with no facilities for storage. In some cases grain can be elevated at the rate of 25,000 bushels an hour. Six of the elevators have two legs each, permitting them to work at two hatchways at the same time, and three have movable towers which allow the legs to be adjusted at

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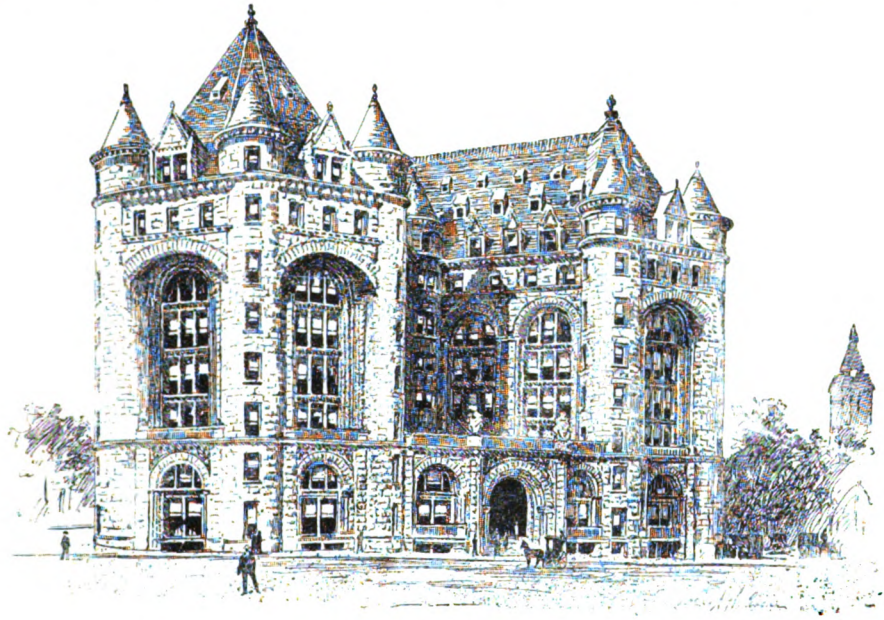
such a distance apart as will correspond to a vessel's hatches. The steam shovels which bring the grain from the ends of the hold to the elevator leg effectively assist in the operation of unloading. He who looks down the hatchway and sees these shovels, apparently without human guidance, rushing forward full of wheat, depositing it, and scurrying off after more is reminded of the magician's broom which ran and fetched pails of water until cut in two, when it resolved itself into two brooms with two pails and just as much energy as before. August 14, 1891, the steamer *Robert Mills* came into port at 9.20 A. M., discharged 77,000 bushels of wheat, took on 2,300 tons of coal, and was ready to sail at 7 P. M. of the same day. September 24, 1891, the *E. C. Pope* unloaded 100,000 bushels in six hours; and a single elevator has transferred more than 300,000 bushels in twenty-four hours. A small vessel has been known to discharge her entire cargo while the captain was eating his dinner. There were received at Buffalo during the year 1892, by lake alone, 9,746,120 barrels of flour, 78,243,560 bushels of wheat, 32,377,780 bushels of corn, and 16,500,250 bushels of oats, the total grain receipts, including flour reduced to its equivalent in wheat, being 181,769,690 bushels, besides the receipts by rail. Second to Chicago alone as a lumber market, Buffalo, including Tonawanda, received during the same year 796,984,677 feet. The lake receipts of numerous other articles, such as flaxseed, shingles, pig lead, iron ore and copper, are very large.



New Erie County Savings Bank.

Buffalo is not only the first city in the world in handling flour and wheat, but it occupies a similar position in the distribution of coal. It shipped, in 1892,

Young Women's Christian Association Building.

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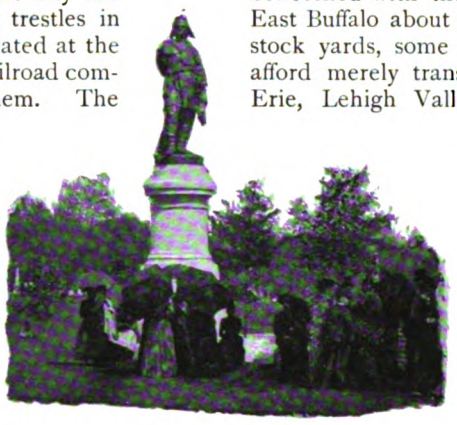
2,852,330 tons, an extraordinary development of the trade, for the shipments in 1880 were less than 590,000 tons. The docks have a capacity for handling 28,000 tons daily, and these facilities will be greatly enlarged this season. On the eastern outskirts of the city are enormous stocking trestles in which coal is accumulated at the convenience of the railroad companies which own them. The Lackawanna is nearly a mile long, and holds 100,000 tons; the Lehigh Valley has a storage capacity of 175,000 tons, and a daily shipping capacity of 3,000 tons; the Erie holds 100,000 tons, and can ship daily 1,000; while the Reading can store 350,000 tons, and ship daily 5,000. Another article handled in great quantities, though few Buffalonians know it, is fish, for through the combination about five years ago of several establishments the city is said to have become the greatest fresh fish market in the world, about 10,000,000 pounds being received and distributed annually. The bulk of the fish are received from Georgian Bay, while they are sent as far east as Boston, and as far west as Denver. The Buffalo Fish Company has in the city a building two hundred and seventy feet long by seventy feet wide and three stories high, and in Canada a plant capable of handling 1,000,000 pounds yearly. The transportation interests are not in every case concerned with the lake. There are in East Buffalo about seventy-five acres of stock yards, some twenty-five of which afford merely transfer facilities for the Erie, Lehigh Valley and Lackawanna railroads, while the remainder form the model salesyards of the New York Central. Here were sold, in 1892, 10,983 carloads of cattle, 8,957 carloads of sheep and lambs, and 10,074 carloads of hogs. The sheep market is the largest in the country. In cattle and hogs Buffalo stands after Chicago and Kansas City; but her recently opened horse market is pressing Chicago for the first place. The sales in 1892 were over 27,000 head, the cash value being more than $2,800,000.



The Red Jacket Monument.

Although Buffalo was the pioneer shipbuilding port on the lakes, she has now but one large yard, that of the Union Dry Dock Company, and holds no better position than that of about sixth. Wooden shipbuilding followed the retreat of the forests to the Northwest, and when iron construction came in the business fell into the hands of Cleveland, Detroit, and smaller cities, although the first iron vessel was built in 1862 by David Bell, who still carries on the business in Buffalo. The two longest, swiftest, and costliest steamers on the lakes, the *Owego* and *Chemung*, were constructed by the Union Dry Dock Company, at a cost of about $330,000 each. The *Owego*, which is more than three hundred and fifty feet long

In Forest Lawn Cemetery.

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over all and has a net registered tonnage of 1,940, has covered the eight hundred and eighty-nine mile trip to Chicago in fifty-four hours and fifteen minutes, an average rate of 16.4 miles per hour. In the construction of marine engines Buffalo probably has the third place on the lakes, the King Iron Works having in the single year 1888 turned out eleven ranging from 800 to 1100 horse power. The same establishment perhaps leads the country in the manufacture of propeller wheels from fifteen feet in diameter down, for besides those used on the lakes it sends them to the Atlantic and Pacific coasts and even to Central America.

In Buffalo Park.

Although Buffalo is not an iron centre, the suburb of Tonawanda has a blast furnace producing 200 tons of pig iron daily, and one of much greater capacity is about to begin operations in the city itself. An expert estimates the amount of pig iron consumed daily by local manufacturers at 1,000 tons. The goods produced are principally heavy manufactures, and include cars and car-wheels, iron pipe, refrigerators and iron bridges. Boilers, some of great size, are made by a number of establishments, while stationary engines, chiefly of small or moderate power, have long been a staple product. The Lake Erie works, which turn out both boilers and engines, have a lathe that is said to be the largest in the world, and a boring machine to correspond; and to them the barbette armor plates of the cruiser *New York* have been sent to be finished, as each barbette has four plates weighing twenty tons apiece. The Pitts works make agricultural implements for the South American as well as the home trade; the Squier Manufacturing Company confines itself to sugar-making machinery; and the Noye Manufacturing Company, which has been supplying millers with their outfits since 1834, is rivalled only by a single American establishment in the production of mill machinery. There are large flour mills in Buffalo and in the neighboring cities of Niagara Falls and Lockport; a single wall paper establishment produces 50,000 rolls a day; the Wagner Car Works employ about 1900 hands, who represent such widely varying industries as those of the blacksmith, the carver, the upholsterer, the painter, and the glass worker; the Pratt & Letchworth establishment has over 1000 engaged in the production of harness trimmings and other malleable iron goods. Besides smaller refineries which prepare illuminating and lubricating oils, there are three which refine from

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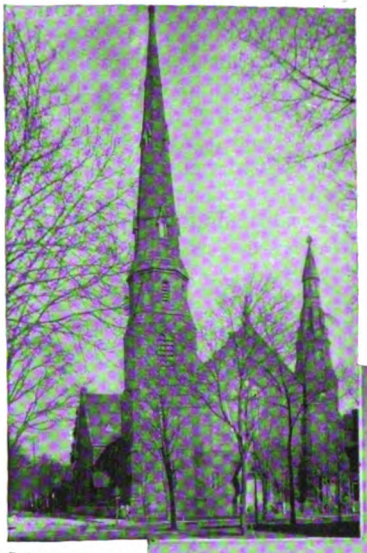
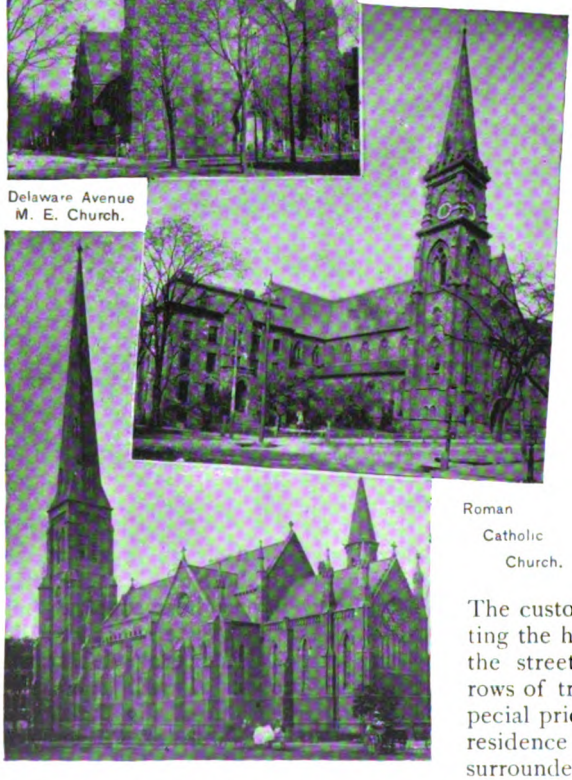


Delaware Avenue M. E. Church.



Roman Catholic Church.

St. Paul's Church.

the crude. One of these, the Atlas, a branch of the Standard, has a capacity of about 2000 barrels of crude oil daily, employs from 350 to 750 men, according to the condition of business, and carries the process from the production of high gravity gasoline to the production of petroleum coke. Its works, which are connected with the Pennsylvania oil fields by a pipe line, embrace about ninety acres, and include naphtha, paraffine and acid restoring plants, and a car shop which turns out tank, barrel, rack, and box cars, having a capacity of some six complete cars daily. Some 700 miles of track within the city limits and 250 passenger trains daily imply the services of an army of railroad men. The malting industry is very important; the output of the eighteen breweries for 1892 was 633,200 barrels, Buffalo standing about fifth among American cities in the quantity of its beer — and very near first in the quality, if local brewers are to be regarded as authority on this delicate question. Buffalo is a centre of the lithographing, show printing, and railroad printing business; the Courier Company's circus bills not only decorate the dead walls of all American cities, but arouse the wonder of the small boy in London, Australia, and South Africa. Lard refining and meat packing are conducted upon a large scale, and glucose, soap and starch are produced in great quantities. On the other hand, there is but a single textile manufactory, and that was established so recently that few Buffalonians know of its existence.

The pleasantness of Buffalo life deserves a share of the attention which has hitherto been demanded by its duties. The custom was early established of setting the houses at least ten feet back from the street line, and of planting several rows of trees before them; and the especial pride of Buffalo is her fashionable residence district, in which each house is surrounded by ample grounds guiltless of the abomination of fences and embellished with shrubs and trees, giving a great city the appearance of a handsome suburb. All the streets in this region are paved with asphalt, of which there are over one hundred and twenty-two miles, as against one hundred and thirty-one miles of stone and one hundred and thirty-two miles of unpaved streets in the outskirts. The discovery has been made that by scraping instead of sweeping the asphalt it can be kept perfectly clean, while its

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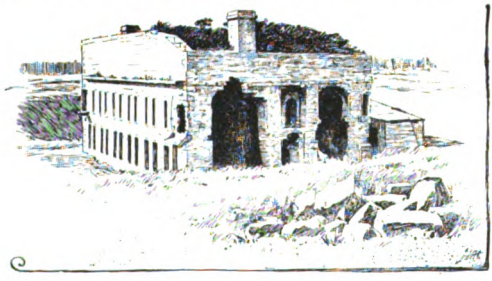
On Lake Erie in Winter.

smoothness and noiselessness are a boon both to those who drive over it and those who dwell beside it. Of late it has been adopted more and more in the business district, and the close of the present year will see an unbroken stretch of smooth pavement from the foot of Main street at the creek to the city's northern line, a distance of six and one-half miles, while most of the other thoroughfares that lead out into the country are paved with the same material, of which Buffalo has more than even Paris. The great area of the city, forty-two square miles, and the low prices of real estate hitherto prevailing, have not only permitted the householders of Delaware avenue and North street to surround their dwellings with beautiful lawns, but have enabled people of small means to own their homes to an extent unknown in most large towns. The part of the city east of Main street — much the larger half — is chiefly occupied by Germans, who dwell under their own vines and fig trees in comfort if not in luxury; while a colony of fifty thousand Poles are rapidly becoming small landowners in the neighborhood of two great Roman Catholic churches which they have built, and which, it has been said, they occasionally show a disposition to conduct on the Congregational plan. They are an honest, thrifty, hard-working race, with an intense passion to own their homes. The large European element of citizenship gives a foreign flavor to Buffalo life. The women toiling in the suburban fields, the retail market crowded with women wearing shawls over their heads, and conducting in strange tongues the closest of bargains, the German and Polish signs, and certain specimens of church architecture vividly remind the traveler of sights abroad. It is in part owing to the thrift of the emigrants and in part to the low cost of coal and food supplies that Buffalo is one of the cheapest of large cities in which to live. A whimsical millionnaire, now dead, once declared at his club that a man with an income of $2,000 was as well off in Buffalo as one with $200,000, and he proceeded to remove to New York, where, as he said, his money would be of some use to him. There is no paradise for the poor in this world, but probably Buffalo comes as near to it as does any important city. The extent to which flowers are



Fort Porter.

Fort Erie.

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cultivated in window boxes and small dooryard beds is another mark of German influence.

The ill name of Buffalo as regards climate is perhaps justified by the great frequency of cloudy skies, while the winds from the lake — humorously styled zephyrs by the inhabitants, though they have reached a velocity of ninety miles an hour — are undoubtedly wholesome, and make what there is of a summer delightful. The lake modifies the temperature both in hot and cold weather. The highest record of the thermometer in twenty-two years is ninety-four degrees, and during the oppressive summer of 1892 the limit reached was only eighty-eight degrees. In January, 1884, fourteen degrees below zero was touched, a phenomenally low mark for Buffalo, and during the intensely cold January of 1893, the lowest temperature was five degrees below zero, although five and one-half below was recorded in Mississippi. The summer begins so late that the Fourth of July is sometimes uncomfortably chilly, and the spring months are raw and inclement, a circumstance that used to be attributed to "the ice in the lake," until a winter came bringing no ice but just as disagreeable a spring as any of its predecessors. The old jibe that a Buffalo year consists of nine months of winter and three of late fall is, however, regarded as a slander of Rochester origin — a belief in the malignancy of Rochester being a prime article of the Buffalo creed. The comfort of life in cool weather is

Some Buffalo Residences.

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greatly enhanced by that most convenient of fuels, natural gas, which is piped under the river from Canada and from Pennsylvania wells ninety miles away.

Mention should be made of the street railways, with 112½ miles of track within the city, which will be increased to 130 by the close of 1893, besides lines to Tonawanda, Williamsville, and Lancaster, aggregating thirty-one miles. Cars on the suburban and principal city routes are driven by electricity, which will soon be employed exclusively, while a transfer system enables passengers to ride on a single five-cent fare from any point of the city to any other on the car routes. Five cents will also pay for a ride entirely around the city on the steam cars. An inexhaustible supply of water, which is pumped from the swiftest point of the Niagara River, permits it to be furnished at lower rates than other cities enjoy.

Buffalo is lacking in suburban resorts, though Grand Island has two or three private club-houses, and a number of villas have been built on Lewiston Heights, overlooking the magnificent Niagara gorge and on the bold bluffs which skirt the southern shore of Lake Erie. The Canadian shore opposite the city is the local Coney Island. But the lack of other resorts is obliterated by the proximity of Niagara Falls. As to hotels, the fire-proof Iroquois in the heart of the city, and the elegant Niagara near the lake shore especially impress visitors.

At the head of educational institutions stands the skeleton University of Buffalo, which has departments of medicine, pharmacy, dentistry and law. The medical school, the history of which is adorned by the names of Dalton, Frank Hamilton and the two Flints, has just acquired at a cost of $128,000 an edifice said to be unequaled in convenience and attractiveness by any medical college in the world. There is another school for physicians, a branch of Niagara University, a Roman Catholic institution without other departments in the city. St. Joseph's and Canisius Colleges are schools under the control respectively of the Christian Brothers and the Jesuits. Buffalo is the seat of one of the state's normal schools, and has a well conducted, though wretchedly housed, high school. The public school system as a whole has been under a cloud, owing to a system of elective superintendents, which effectually prevents the continuance in office of an expert, even if one chances to be chosen, while the appointment of teachers has been governed largely by political influence. The recent establishment of a board of school examiners is expected to correct this evil. There are over fifty schoolhouses, but few of them are especially creditable to the city, many are overcrowded, and some are disgracefully inadequate. In no department of public affairs is there such a burning need of reform as in that of education, but, happily, the people are awakening to the situation. Private philanthropy has already established a free kindergarten system. The Buffalo Library, free so far as the consultation of books on the premises and the use of the reading room are concerned, has a well-balanced collection of 69,000 volumes. Its admirably arranged fire-proof building has shelving for 150,000 books, with sufficient space to permit this to be doubled when necessity arises. The library contains an interesting collection of autograph manuscripts gathered by James Fraser Gluck. Its best possession, however, is a modern superintendent, J. N. Larned, who is not satisfied to treat a library as a storehouse, but energetically strives to transform readers into students and to make the resources at his command accessible. The Library building also supplies quarters for the Natural History Society in the basement, the Fine Arts Academy on the second floor, and the Historical Society on the third. The first named has about 2,000 mineral specimens illustrating the local geology and covering all the horizons of the upper Silurian and Devonian ages; a collection of fossils fairly representing the different periods; a good lithological exhibit obtained chiefly from Europe; local ornithological and entomological collections; a very complete herbarium, the work of the late Judge George Clinton; a small but fine lot of pottery from Chiriqui, Central America; and the recently acquired Riggs collection of mound-builders' pot-

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tery. The library of the society is very good in publications, and there is also the Crosby working collection of minerals. The Fine Arts Academy possesses, with some work of little merit, fourteen or fifteen paintings representing such leading American artists as Wyant, T. Moran, E. Moran, Wordsworth Thompson, E. Wood Perry, Beard, Gifford and McEntee. It was for many years under the management of L. G. Sellstedt, N. A., whose portrait of himself is one of its treasures, and its galleries afford fine facilities for local exhibitions. The Historical Society's rooms contain many interesting relics of Western New York's early days and of the Civil War, and it has lately received a valuable lot of Holland Land Company papers. There is another library, the Grosvenor, with about 36,000 volumes, which are for reference only, and from which works of fiction are excluded. A new building is about to be erected to contain these, although it is greatly to be regretted that the two libraries cannot be managed in combination.

The German Young Men's Association has a German library of 5,840 volumes, and the Catholic Institute one of about 6,000 volumes, a special effort having been made to collect Roman Catholic magazines, European and American, both in German and in English. The private library of R. B. Adam is famous for its Johnsoniana and its material relating to Burns and Ruskin; that of Henry R. Howland is rich in early New England literature; and that of George Alfred Stringer contains many literary curiosities. Among organizations of a literary character a prominent place is occupied by the Liberal Club, founded by the Rev. T. R. Slicer, upon the motto: "In thought free, in temper reverent, in method scientific." Its nearly 200 members meet half a dozen times during the winter to listen, after a dinner, to some leading thinker imported for the occasion, and to discuss high themes. The literary societies and classes of the women vastly outnumber those of the men, of course, and could be dealt with justly by nothing short of a census report. But that they accomplish genuine results — especially such of them as concentrate their energies for an entire season upon a single subject — cannot be questioned, even if such incongruities occur as the suspension of a series of lectures upon the Greek drama on account of an impending horse show in New York.

A city one-half of whose people are of German birth or extraction would naturally be expected to show much attention to music. There are three large German singing societies, the Orpheus, Liedertafel, and Saengerbund, the first of which has in its leader, John Lund, a musician with a growing national reputation. The massive Music Hall, seating 2,250 people, the only building in the city capable of holding large conventions, owes its existence to the meeting of the North American Saengerbund in Buffalo in 1883. For the existence of a Symphony Orchestra, conducted by Mr. Lund, the city is indebted to a local Higginson in the person of F. C. M. Lautz, who has met the financial loss year after year, but who has at least the satisfaction of seeing a steady improvement not only in the size of the audiences but also in the quality of the music. It may be added that Buffalo was the birthplace in 1842 of negro minstrelsy, and that the invitation of the original Christy to the "Buffalo gals" to come out and dance "by the light of the moon" has been, like the shot at Concord, "heard round the world."

A reference to charitable institutions should begin with the Charity Organization Society, founded in 1877, the first American association of the sort. Its plan contemplated simply the investigation and registration of cases deserving assistance, but experience showed that it must undertake the maintenance of certain institutions, and Benjamin Fitch of New York, a former resident of Buffalo, gave to it for this purpose, under certain strict conditions, real estate in the city amounting in value to nearly $300,000. The society supports a creche for the care of children while their mothers are at work, a provident wood-yard to test the genuineness of complaints that work cannot be found, an accident hospital and dispensary, and a penny bank. The creche was the first in the country to be conducted on the careful and scientific

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principles of the French institutions, and it includes a kindergarten and a training school for nursery maids. Most of the society's work is carried on in the Fitch Institute, a fire-proof building costing about $140,000, which was intended by Mr. Fitch to perform very much such a service as does the Cooper Institute of New York. His intentions will no doubt be fully realized as time renders the required funds available.

Another institution of wide influence is the Women's Educational and Industrial Union, the oldest daughter of the Boston organization identified with the name of Mrs. Abby Morton Diaz. It protects working women from fraud, gives free entertainments, provides instruction in the simplest English branches and in certain gainful occupations, maintains a gymnasium and reading room, and is the starting point of many reformatory movements. The introduction of matrons at police stations, the appointment of women on the State Insane Hospital board, the provision of a girls' reformatory in Western New York and the organization of a board of school examiners were chiefly the results of its efforts. Having outgrown the oldtime mansion which it owned on Niagara Square, it is now erecting on the same pleasant site a new building which will have special facilities for its domestic training classes.

The Guard of Honor provides temporary lodgings for young men seeking employment, being open at those hours when the Young Men's Christian Association is closed. It also has a summer resting place on the lake shore for its members. It is conducted in a very liberal spirit, and owes its existence to Miss Charlotte Mulligan, whose philanthropic success justified her little niece in instructing a census enumerator to record her aunt's occupation as "untramping tramps." Other important charitable institutions are the Protestant Episcopal Church Home, a refuge both for the aged and the young, the Roman Catholic asylums for the deaf and dumb and the insane, the great State Insane Hospital, hospitals conducted according to the principles of various schools of medicine and religion, orphan asylums, and German Protestant church homes.

The noble park system includes 950 acres and has involved an outlay up to the present of over $1,833,000. Designed by Olmsted in 1870, and developed under the faithful, intelligent and artistic superintendence of William McMillan, it has awakened more genuine admiration than any other attraction which Buffalo can present. It consists of a chain of parks and parkways which nearly and will soon completely encircle the city on its land side. Beginning at the point where the waters of the lake pour themselves with a grand sweep into the Niagara, is the Front, of forty-five acres, including the crest of a steep bluff fifty or sixty feet above the lake's level, which commands a broad prospect over the water and the Canadian shore. The low land between the Erie Canal and the lake's margin has been converted into a playground, and the open territory is increased by the adjacent grounds, about seventeen acres, of the military post known as Fort Porter. A series of tree-lined avenues one hundred feet wide and of parkways or boulevards two hundred feet wide, with six rows of trees, connect the Front with the Park proper, or North Park, which has been laid out with the design of presenting a scene of rural peacefulness. It embraces three hundred and sixty-five acres, forty-six of which form a lake and one hundred and fifty a broad sweep of undulating turf known as the Meadow, the most beautiful feature of the entire system. The Park includes picnic groves and denser woods, as well as open country, and is laid out with that perfection of art which conceals the hand of the artist. It is adjoined on one side by the two hundred acres of the Insane Hospital grounds and on the other by the two hundred and thirty acres of Forest Lawn cemetery, and it is connected by another series of parkways with the Parade, which includes fifty-six acres, consisting mainly of a smooth lawn designed for military drills and popular festivities, with a grove and commodious refectory at one end. In the southern part of the city are three parks now in the process of construction — Stony Point, of sixty-two acres, on the lake shore, South Park, of one hundred and fifty

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acres, and Cazenovia Park, of eighty. These will be connected with each other and with the remainder of the system by parkways. South and Cazenovia Parks will have ponds of about fifteen acres each, and the former will contain an arboretum, while a zoölogical garden is planned for the Parade, a few bison and elk having already been secured. It will be seen that the Front's athletic grounds and water view, the North Park's quiet walks and drives, and the Parade's adaptability for entertaining vast throngs give to each part of the system a characteristic of its own. The parkways contain wide strips of green turf between as well as beside the roadways, and each tree is uniform with the others in the same row in age, species, and distance from the next. Elms are most freely used, but one of the parkways has rows of Norway and Sycamore maples and tulip trees, while within the North Park can be found specimens of nearly every tree and shrub that will survive a Buffalo winter. There are minor open spaces scattered about town aggregating fifty-seven and one-half acres, while the "circles" and "places" at the junctions of parkways — one of them includes eight and one-half acres — might almost be regarded as parks of themselves.

The leading social club, the Buffalo, occupies a stately and elegantly furnished Delaware Avenue mansion, and has among its equipments a small theatre on the top floor. Nearly across the street stands the unique house of the Saturn Club, which began its existence as a sort of university club, and is composed very largely of young professional men. The club-house, though modest in appearance and equipment, is worthy of note on account of its internal arrangement, its main feature being a single large lounging room in the centre running up through two stories, with which the billiard room and the café on the second floor are connected by swinging windows, so that they practically form its galleries. Another peculiar feature of the Saturn Club is its iron law against treating. The Phœnix Club, composed of leading Jews, occupies the Tracy Home, near Niagara Square, over which Agnes Ethel formerly presided, and exhibits a hospitality towards the families of members unusual among organizations of the kind. Two influential political societies — the Republican League and the Cleveland Democracy, possess extensive quarters, from which they exercise a force in the direction of clean politics. They are on very friendly terms, and usually illuminate in honor of each other's parades.

The shabbiness of the railway stations and of many Main Street buildings standing on leased land, is slowly giving way to a new order of things, of which the massive Erie County Savings Bank, on the site of the old First Church, is an exemplar. The new medical College, designed by Cary, a local architect, would do credit to any city; the great State Insane Hospital was a conception of Richardson's; the Buffalo Library Building, by C. L. W. Eidlitz, pleases the eye by its conformity to its position as well as admirably performs the services for which it was erected; Music Hall and the City and County Building with its square tower recalling a town hall of the Low Countries, are at least impressive structures; while the little crematory displays such a perfection of taste as to help greatly in winning converts to the cause of incineration. There are several fine examples of ecclesiastical architecture. St. Paul's, designed by Upjohn, has as beautiful a spire as may be seen anywhere, and the church itself was formerly one of the purest specimens of the early English style in the country, though changes have been make in recent years in a more decorative direction. St. Joseph's Cathedral, an excellent illustration of the English gothic, and St. Louis, continental gothic, with an open tracery spire, are noble contributions by the Roman Catholics to the list of Christian churches, while the Temple Beth Zion, by the Kent brothers, is a striking example of what can be accomplished in the construction of a Jewish house of worship. The domestic architecture is not unsatisfactory taken as a whole, though the fine houses are naturally limited in number, and though Buffalo is for the most part a wooden city.

One of the most gratifying features of

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the local renaissance is the new charter, now over a year in force, which deprived the aldermen of executive functions, established a board of public works, and provided for a second chamber of the city council, the members of which are elected by the whole city, instead of by wards. The hearty satisfaction felt with the new system is partly explained by the city's good fortune in securing the right instruments to carry it out, the mayor being a broad-minded man in whose good sense and integrity everybody has implicit confidence, while at the head of public works is an engineer of world-wide reputation, Gen. George S. Field, the builder of the cantilever bridge at Niagara Falls. The merit system of appointments is enforced more thoroughly than elsewhere in the state, and the only present anxiety among the friends of good government is as to the safety of the new charter from the attacks of the politicians, which is of itself an evidence of that instrument's merits.

A dazzling future is promised Buffalo. Money for investment is pouring in not only from the east but also from England. During 1892 the village of Depew, which is to contain the railroad shops of the New York Central and many allied manufacturing establishments, was founded about four miles east of the city line. One startling evidence of what Buffalo energy and capital will do is well illustrated in the remarkable growth of her new suburb, Depew. But a year ago the site of this new city with its immense shops and teeming industry was the quiet abode of a farming community. But, presto, change! the real estate man appears, the electric cars, waterworks and all the improvements of metropolitan life crowd each other in rapid succession, making one of the most brilliant chapters in Buffalo's eventful career. A little further distant toward the south steps were taken toward the establishment of another village to be called Gatling, and to become the seat of heavy ordnance manufacture. A third project looks to an addition of 30,000 feet to the city's wharfage. The thriving lumber town of Tonawanda on Niagara River must soon become a part of Buffalo actually, as it already is practically.

Most important of all the new enterprises, however, is the wholesale development of the Niagara Falls power, which is expected to produce a profound effect on Buffalo industries. In 1886 a company was formed to construct and operate a hydraulic tunnel for utilizing the power of the cataract. It is to serve as a tailrace for the escape of the water after use, and has been built, in horseshoe shape, from a point near the Upper Suspension bridge, just below the Falls, extending nearly three miles at an average depth below the surface of one hundred and sixty feet, its mouth being almost on a level with the river. Its capacity was to have been that of a circle twenty-five feet in diameter, but this has been somewhat reduced by a brick lining which was found necessary. Surface canals will convey the water to wheelpits containing turbine wheels, from which it will escape to the tunnel. It is expected to develop 120,000 horse power, and if anticipations are realized, a large share of this will be transmitted by wire in the form of electricity to Buffalo. How far this can be done profitably it is for electrical engineers to decide.

A more remote contingency, but one in accordance with manifest destiny,—the annexation of Canada,—must also greatly benefit the chief border town. But even if all merely probable developments are left out of consideration, the logic of her geographical situation must have in store a mighty future for the fair city at the foot of deep-water navigation — the Queen City of the Lakes.

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